within a radius of three miles who applies for it. If you find that that does not work fairly, I suggest that you represent the matter again and the Government will then consider the question of moving the toll gate, though I am rather averse from that alternative.

2. As regards the double toll, I may point out that this road is very expensive to maintain, the traffic on it is considerable, and, as you know, toll gates have recently cropped up all over Travancore, British India and elsewhere so as to enable the user to contribute towards the upkeep of the roads. In regard to the distance, you say that the two gates are close to each other; I find that the distance between the toll gates is 22 miles, and, that within a total distance of 37 miles there are only two toll gates. Travelling through British India and other places, I find that it is quite common to have toll gates much closer together. In comparison with other parts of the country, it is not too close to have two toll gates within that distance.

MEMBER: But we have the difficulty of stopping at both stations; if necessary, we shall pay the two tolls at one place.

DEWAN: I will take up for consideration the question of having one toll gate with a larger fee.

3. You refer to the question of the large fee of Re. 1-8 as. for one ton lorries with pneumatic tyres. Assuming that you have gone down the road many a time yourself, I think the first toll gate is the P. W. D. toll gate in British India which demands Rs. 2, and the Travancore toll gate demands only Re. 1-8 as. I think that is not a very heavy toll.

71. Facilities for obtaining motor and gun licenses.

MR. A. J. WRIGHT (*Member, Kannan Devan Planters' Association*) requested that facilities might be provided for the renewal of licenses relating to motor vehicles at Devicolam, and, if possible, for the issue of fresh licenses also. The present arrangement under which application had to be made to the Police Commissioner, Trivandrum, who referred it to the Devicolam Commissioner for testing the applicant's ability to drive, entailed very much delay. The Devicolam Commissioner who tested an applicant's ability to drive might be empowered to issue the license also. The annual renewal of the licenses to drive motor vehicles might also be attended to by him. With the increase in motor traffic, the existing method had become cumbersome, and decentralisation was necessary.

In the case of licenses to import and export arms and to import ammunition, etc., the matter was somewhat different; but the Government had, to some extent, recognised the principle already as the issue of licenses to possess arms and the annual renewal of such licenses were in the hands of District Magistrates. The Association hoped that the procedure could be extended to cover the other items also. Under the present conditions, the delays involved in forwarding the relative British Indian licenses to Trivandrum, before the Travancore licenses could be issued, not infrequently resulted in one or other of the licenses being time-expired before it could be utilised. When this occurred, the whole process had to be repeated and it resulted in very serious delay and inconvenience.

DEWAN'S REPLY: Mr. Wright, I do not think that there should be any very great obstacle in the way of the issue of motor licenses, or in the renewal of motor driving licenses at Devicolam. I cannot tell you anything final at present, but your suggestions will receive serious consideration.

2. On the subject of the import and export of arms, I am afraid that occasional delays in the matter of licenses for importing arms are inevitable and that the existing procedure is not capable of any simplification for the simple reason that two Governments have to handle the matter, and each Government has to take care that the transport of arms is carefully watched and the trade in it safeguarded. In the matter of import of arms, I do not hold out any hopes to you of any simplification. In the matter of export of arms, District Magistrates have already got the power to deal with them. If there are delays occasionally, it is not because the District

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Magistrate is at fault, but because the work of his assistants is defective. If at any time you find there are extreme cases of delay and bring it to notice, the Government will deal with the person at fault and thereby prevent the recurrence of such delays.

72. Proposed North Travancore railway.

MR. PARAMESVARAN PILLAI KRISHNA PILLAI (*Member, Municipal Council, Alwaye*) prayed that the proposed North Travancore railway line should pass through the taluks of Minachil, Todupuzha, Muvattupuzha and Kunnatnad which were neglected in the matter of communications. The line should proceed from Ettumanur *via* Kuttattukulam, Muvattupuzha and Perumbavur to Alwaye. The line suggested would not only open up the country, but be cheaper as, by taking the other line, land compensation would be heavier. The cost of construction would be lower if the alignment were moved to the east where the soil was hard. The Vembanad lake and the lower reaches of the Muvattupuzha river provided ample facilities for communication in the western region and the policy should not be to add to the already abundant conveniences in one place, but to provide the minimum requirements in places which were entirely devoid of communications. The line should pass through the middle of the country east of the lake. Muvattupuzha and the neighbouring places were fast becoming thickly populated. Hill produce could be easily transported along the route suggested.

Alwaye deserved to be a junction. It contained the highest seats of learning of the various communities and religions in the State and might be the seat of the future Kerala University. It was the emporium for the up country and possessed a salubrious climate. It was near Ernakulam and the Cochin harbour; and if and when, for administrative convenience, Kottayam Division was bifurcated, Alwaye would be the headquarters of the new northern Division.

The Member requested that all these facts be considered before the alignment was finally decided on.

DEWAN'S REPLY: Mr. Krishna Pillai, I understand that your representations are, firstly, that Muvattupuzha should be opened up and linked up with the railway system, and, secondly, that Alwaye should be made the terminus of the North Travancore extension. That it is imperative to open up Muvattupuzha and link up Muvattupuzha with the railway system, I quite agree. But that Alwaye should be made the terminus of the North Travancore line is a matter in which neither the Government nor their Railway Adviser could agree. The proposed line is to pass through Ettumanur *via* Talayolaparambu and on to Trippunittura and Ernakulam. That being the case, as Ernakulam is already connected with Alwaye by rail, it follows that this line continues with the existing system on to Alwaye. If you want to take it to Alwaye direct, it means that 22 miles more of railway line should be constructed. All the traffic that passes through and from Travancore has first to go to Alwaye, then to be brought to the Cochin harbour. The Ernakulam-Shoranur line is going to be converted into a broad-gauge line. Our line will be only a narrow gauge; and therefore, if your suggestion is adopted, the goods have to be transferred from the narrow gauge to the broad gauge at Alwaye. In view of all these considerations, it is not possible to carry this particular line to Alwaye. Muvattupuzha will probably be served later on by a feeder line.

73. Railway communications.

MR. E. T. C. FARR (*Member, South Travancore Planters' Association*) represented the great inconvenience and loss caused to the trading and travelling public by the breaches on the railway line near Shermadevi which occurred more or less regularly every year during the north-east monsoon. In November 1925, the line was breached and goods were held up for over three weeks with the result that heavy financial loss had to be sustained owing to inability to get the produce marketed; damage was also caused by the uncovered waggons standing in the open rain during the period. For weeks at a time, goods manufactured in the State were held up, and in certain industries, business almost came to a stand-still. The Travancore section

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